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- g. A new concrete bridge over the Ludwigsluster Canal was being built on the Neustadt Glewe - Wöbbelin highway.
- h. The so-called Schloss bridge in Schwerin was reinforced about three years ago.

II. Motor vehicles.

1. The number of motor vehicles operating in Land Mecklenburg is at an all time low and most of the vehicles are overage. A portion of the vehicles are from 10 to 20 years old. These old vehicles are still much used, often to a greater extent than new motor vehicles.
2. The newly manufactured motor vehicles are provided with a good coat of paint but are made of rather poor material. The benches on trucks consist of green fir-wood which warps and expands so much that tail boards very often cannot be closed. Ball bearings, axle arms and tie rod yokes go after a short time. Electric generators and starters develop trouble after a short time because of defective windings. Contacts on regulators for generators are made of such poor material that they are unusable after an operating time of four weeks. Spark plugs are in short supply and the lifetime of their insulating units is very short.
3. For a private business man, it is almost impossible to procure a new motor vehicle. Even government agencies, nationalized enterprises, co-operative shops etc are inadequately supplied with new motor vehicle equipment. In August 1953, efforts were made to procure two trucks for the motor pool of Kreis Schwerin from the Horch automobile works in Zwickau. The order could not be filled. On the other hand, approximately 500 new trucks scheduled to be exported to Communist China had been parked in the factory area for about six months. The trucks could not be delivered because cog wheels required for the transmissions of the trucks could not be obtained.

III. Motor vehicle repair shops.

1. Nationalized enterprises.

The nationalized motor vehicle repair shops are furnished with replacement parts by the IFA, E.M.W., Isolator, Phaenomen and other works. Crankshafts, gauge rods, transmissions, differential gears, spark plugs, screws, driving and control mechanisms, batteries, radiators, ball bearings, and drive shafts are bottlenecks. In 1953, no replacement engines could be obtained for model IFA F 9 three-cylinder two-stroke engines. In 1953, no bearing housings could be obtained for model OM 65 and 59 Mercedes vehicles. The training and efficiency of automobile mechanics leaves much to be desired. The quality of the general overhaul work done by them is not first class. Prices asked for the completion of repair work are excessive. Administrative offices are overstaffed.

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2. Private motor vehicle repair shops employing up to 10 mechanics are available all over the country. They face almost unsurmountable difficulties in the field of replacement parts, however. Material which is almost impossible to obtain for them includes: new split pins, screws, nuts, spark plugs, ball bearings, electric cables, material for bushings, gauge rods, and gear wheels.
3. Because of the difficulties experienced in the procurement of replacement parts, motor vehicles must often be deadlined for long periods of time. This situation was illustrated by the following examples: It took three days of intensive efforts to replace the broken front springs of a model OM 65 Mercedes vehicle (under normal conditions the replacement of the springs would take about two hours); A model F 9 delivery truck furnished by the Hainichen plant had to be deadlined for three weeks because the tie bars had deflected after the truck was in operation for two weeks (it is impossible to obtain new tie bars at the delivery plant and in Leipzig, Halle, and Chemnitz). A model 321 BMW sedan could not be used for two months because of a defect in the transmission (the cog wheels required could not be obtained in Halle, Leipzig, Chemnitz, Zwickau, and Eisenach). Private carriers who try to obtain pump components and jets in West Berlin are prosecuted because of a violation of economic laws passed by the GDR.
4. There is a shortage of motor vehicle repair shops in Land Mecklenburg. No repair shop is available in Sternberg for example.

IV. Filling stations and gasoline supply.

1. The network of filling stations available in Land Mecklenburg is completely inadequate. No electric pumping installations exist. Only two car washing stations are available in the city of Schwerin.
2. No anti-knock gasoline is supplied. Gasoline of octane rating 74 is not delivered. The Diesel fuel delivered is contaminated with coal dust.

V. Conclusion.

The consequence of all the defects indicated in sections I through IV above necessitate excessive repair which makes drivers lose interest in their operations. The overage vehicles are constantly under repair which is done in a very primitive manner. 2

Comment. The roads mentioned have the following designations:

Wismar-Rostock-Stralsund	- highway No 105
Schwerin-Guestrow-Neubrandenburg	- highway No 104
Schwerin-Wismar	- highway No 106
Schwerin-Grevesmuehlen	- category I road No 3
Parchim-Neustadt/Glewe-Ludwigslust	- highway No 191
Neustadt/Glewe-Woebbelin	- category I road No 15.

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The bridges mentioned were repaired by Land Mecklenburg except for the bridge at Neustadt/Glewe which was included in the 1953 bridge construction program.

2.  Comment. The present report presents a true picture of the physical status of the highways, bridges and motor vehicles in Land Mecklenburg. The same conditions prevail all over the GDR.

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